



Naval Aviation Enterprise Overview



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NAE...Bottom Line Upfront



Naval Aviation

Focuses on the delivery of combat effects



Naval Aviation Enterprise

Supports the delivery of combat effects...Better, Smarter, Faster



You

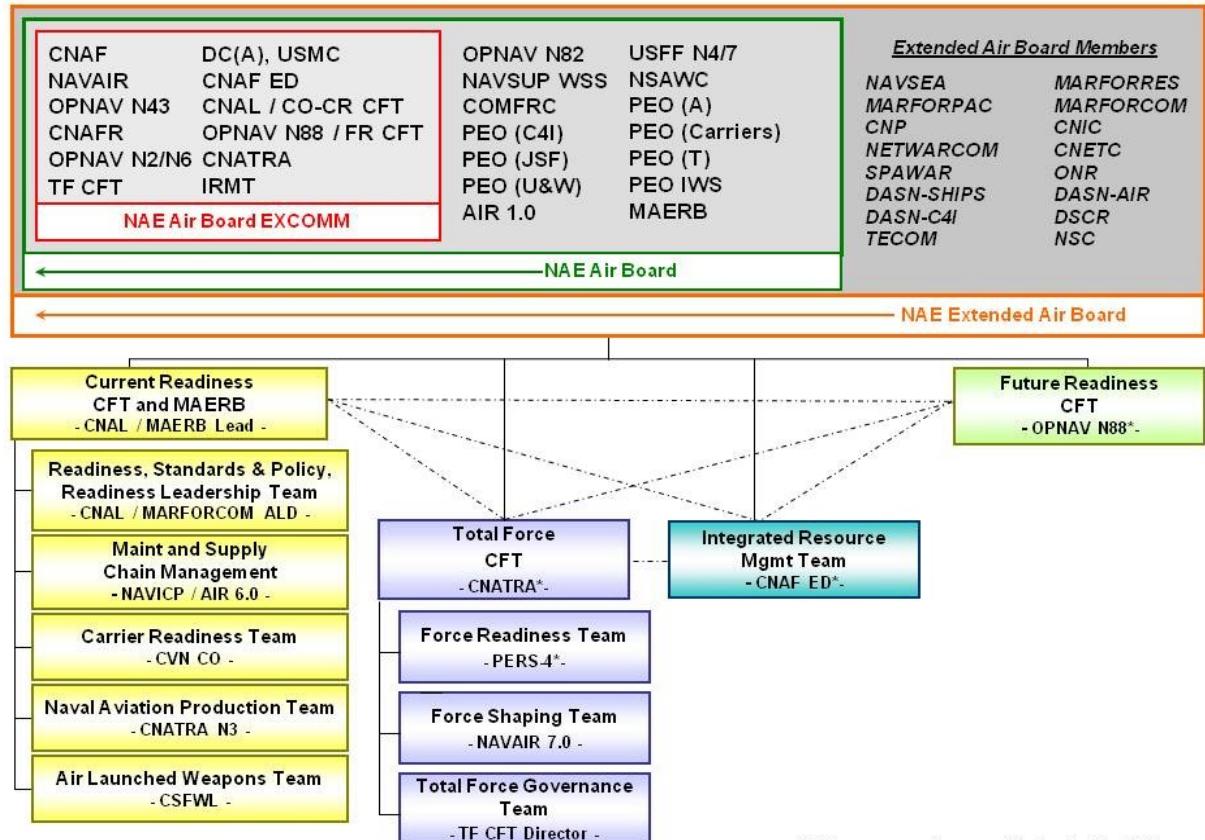
The driving force behind the Naval Aviation Enterprise

Our strategic environment and fiscal realities require us to continuously pursue process improvement... everywhere



Naval Aviation Enterprise Mission

MISSION:
Advance and sustain Naval Aviation warfighting capabilities at an affordable cost... today and in the future.



* Not permanently associated with this billet

Naval Aviation Leadership is committed to enterprise behavior and the work of the individuals in the Enterprise



Enterprise Framework

The Naval Aviation Enterprise (NAE) includes over:

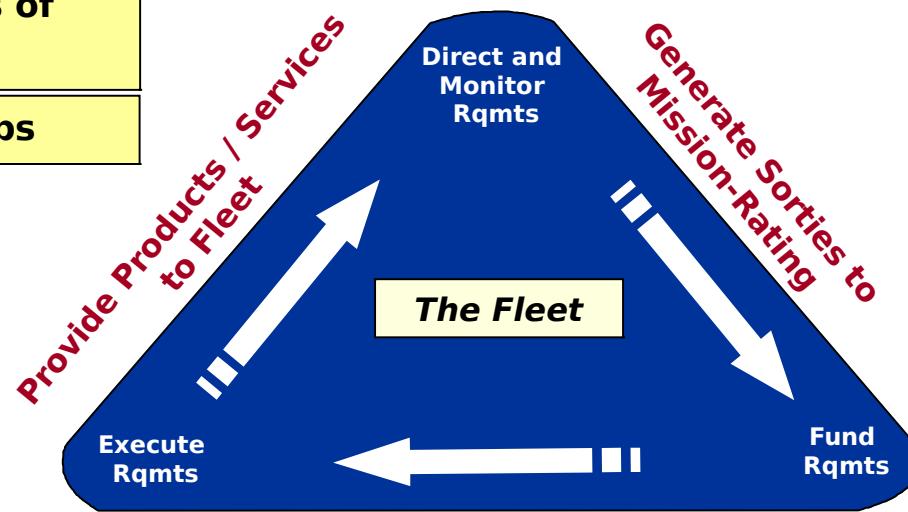
- 193,000 Sailors, Marines, Civilian personnel
- 3,700 aircraft
- 11 aircraft carriers
- Executes a budget in excess of \$40 billion
- L-class/Aviation-capable ships

Fleet Requirements

CNAF / DC(A)



Direct and Monitor Rqmts



Providers

NAVAIR



NAVSEA



and more . . .

Resource Sponsors

OPNAV / HQMC





Enterprise Approach

Traditional

- Warfighter
- Consumption-based
- Stovepipe focus
- Less efficient
- Less effective

Enterprise

- Process/System View
- Transparency
- Metrics
- Accountability
- Integration

Advance and sustain Naval Aviation warfighting capabilities at an affordable cost...today and in the future.



The NAE...One Team, One Mission

Is It Making a Difference? YES!

Major difference makers:

- Cost Avoidance in the Flying Hour Program
 - In FY11, there has been a cost avoidance of \$201.2M and the recovery of roughly 33,500 flight hours.
- Slowed or checked average CPH growth rate
 - 1999-2004: average growth rate was \$241 per hour per year
 - 2005-2008: average growth rate was - \$48 per hour per year
 - 2009-2010: average growth rate was \$148 per hour per year
- Reduced USN / USMC aircraft RFT gap
 - USN: 13.8 % in Sept09 to 11.7% in Dec10 to 10.2% in Jun11
 - USMC: 24.3% in Sept09 to 24.5% in Dec10 to 22.4% Jun11

More training time airborne

More money for parts, equipment , labor and fuel

More shadows on the _____



The NAE...One Team, One Mission

Is It Making a Difference? YES!

- Squadrons/detachments manned at entitled levels for rating, payband and NEC Fit
 - Average CVN Rating Fit is 90.4% and average squadron Rating Fit is 89%
 - Average CVN NEC Fit is 69% and average squadron NEC Fit is 75%
- Implemented MCC in all squadrons
 - 93% of aggregate maintenance qualifications achieved
 - Of the 81 USMC units, 40 units dual shift

Better manned.
Right person in
the right job

Better trained.
More qualified
workforce
to meet
any mission





The NAE...One Team, One Mission

Basic Levels of Enterprise Engagement

- A Marine / Sailor
 - Deckplate leadership
 - AIRSpeed practitioner (as function of rate/MOS and job)
 - **Barrier/best practices identification**
- Dept Head and Junior Officer:
 - Lead Marines and Sailors
 - **Tactician / Manager**
 - "Fly the Profile"
- O-5 Command:
 - Lead command
 - **Warfighters / warfighter support**
 - Share key messages and themes at squadron-level
 - Responsible stewards of allocated resources
 - **Barrier identification / removal**
- Major Command:
 - Lead command(s)
 - Warfighting / Fleet focus
 - **Materially participate in NAE activity drumbeat**
 - Resource allocation / CPI
 - Process discipline (metrics)
 - **Barrier identification / removal**
 - Advocate for the NAE
- Flag / General:
 - Lead Naval Aviation / NAE
 - Develop NAE strategy
 - Represent NAE equities in organizational meetings
 - Participate in NAE strategic communications efforts

Everyone engages the NAE...in varying degrees...but everyone benefits





Naval Aviation Enterprise

NAE Leadership Intent

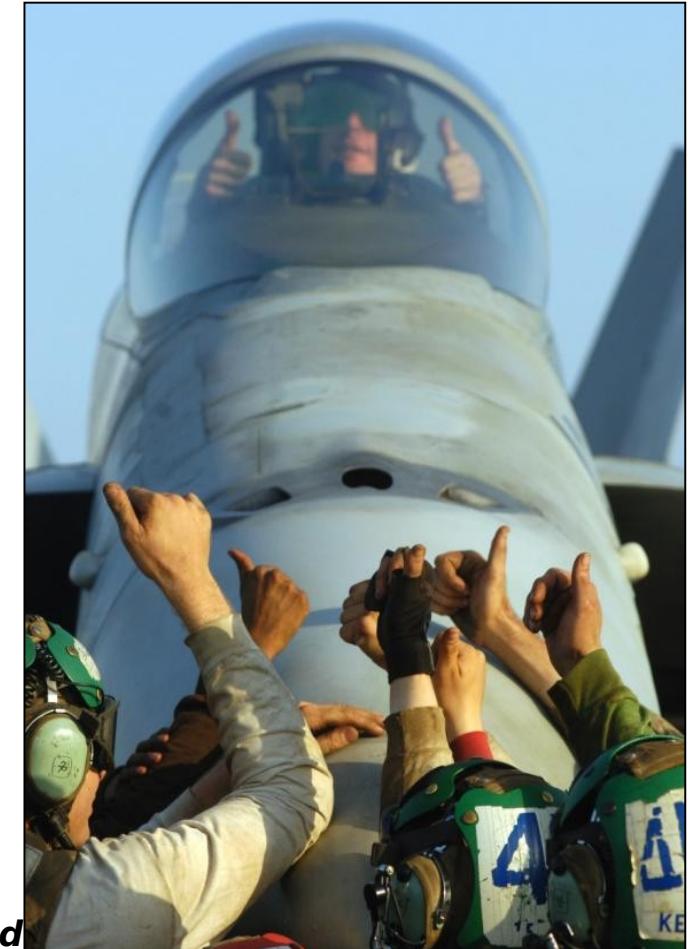
"The operational demands on Naval Aviation combined with the fiscal pressures facing our nation are unprecedented in recent history. Demand for these forces will not decrease..."

We must leverage the collective power of the NAE membership to ensure Naval Aviation is best positioned to meet its requirements as efficiently and effectively as possible."

VADM Myers- Commander, Naval Air Forces

LtGen Robling- Deputy Commandant for Aviation, USMC

VADM Architzel - Commander, Naval Air Systems Command

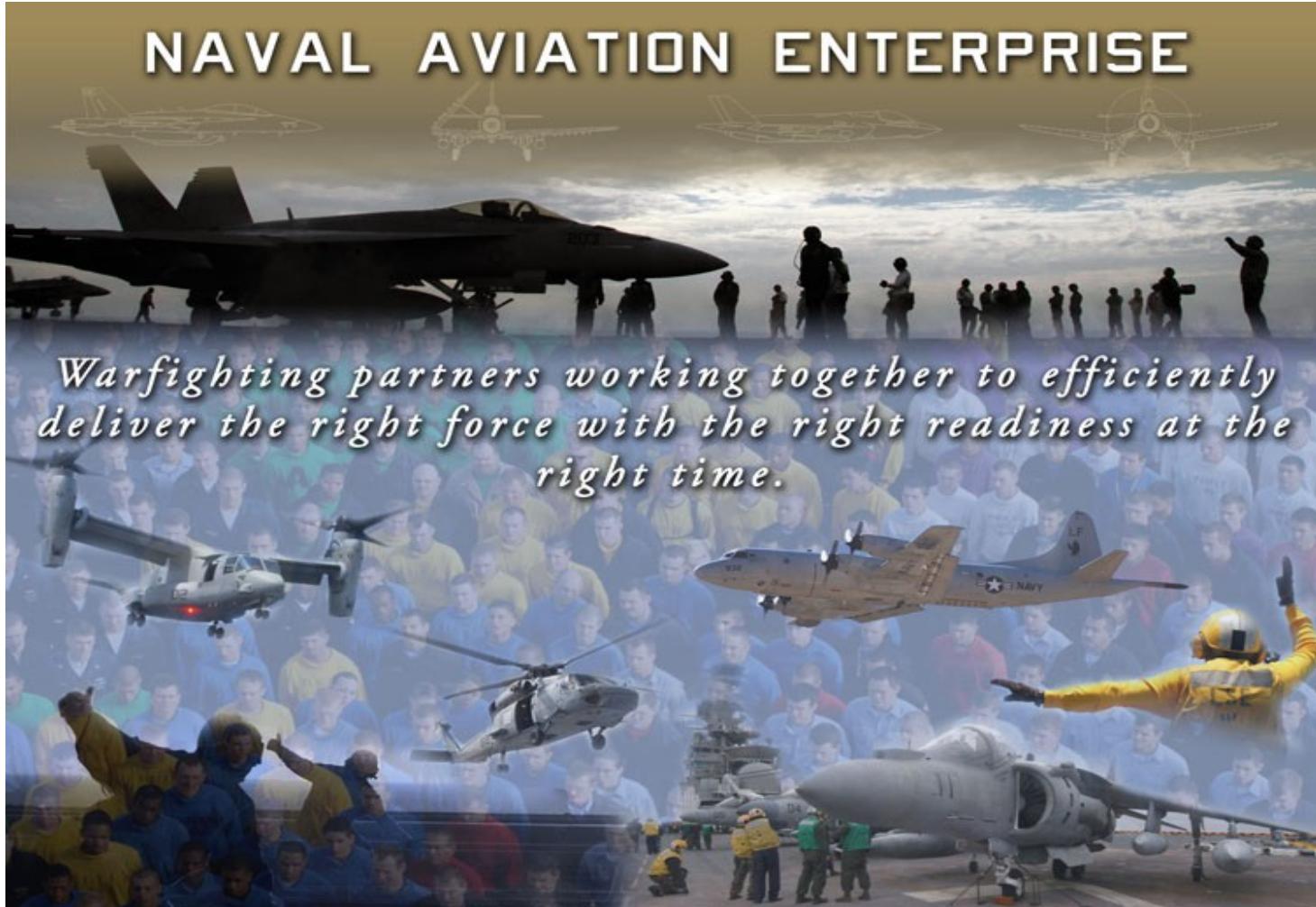


Website:

<http://www.public.navy.mil/airfor/nae>



NAE Boots Site Visit Enterprise Excellence Award





BACK-UP



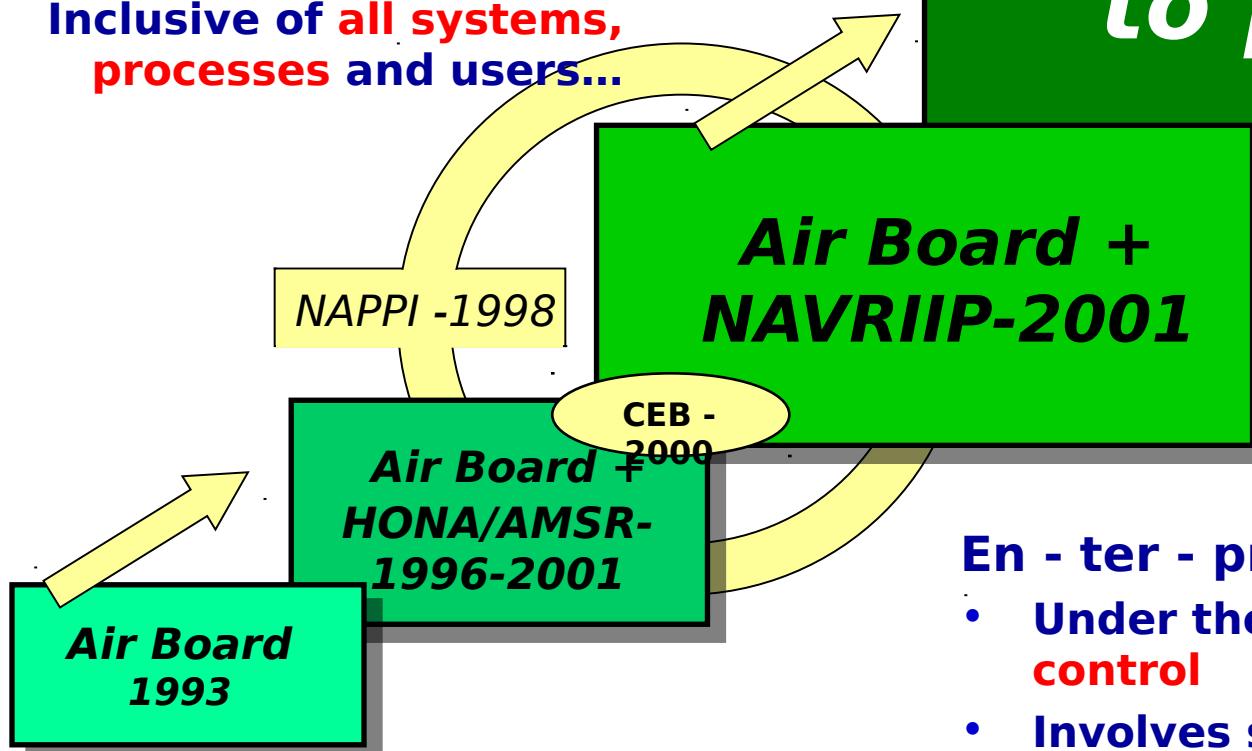
Evolution of the NAE

Webster's definition:

En - ter - prise, n.

- An **entire organization, including all of its subsidiaries**
- **Inclusive of all systems, processes and users...**

**NAE-2004
to present**



En - ter - prise, n.

- Under the same ownership and control
- Involves some level of scope, complication and risk



~~Partnering~~ • ~~Smarter~~ • ~~Faster~~

Better • Smarter • Faster

**Partnering for a better, smarter, faster combat-ready Force
...now and in the future.**

Partnering:

Navy-Marine Corps Warfighters, Providers, and Resource Sponsors

Better:

Transparency and holistic solutions promote efficient delivery of readiness

Smarter:

The best and brightest Sailors and Marines applying best practices

Faster:

Continuous process improvements to readiness pillars

Combat-Ready Force:

Our purpose and tradition. Warriors fit to fight.





The NAE...One Team, One Vision

Is It Making a Difference? YES!

- The below examples are representative of FRC accomplishments...

- MALS-11 enhanced readiness across the flight line by obtaining a depot-level artisan to provide onsite canopy polishing to all MAG-11 F/A-18s. This reduced turnaround time (TAT) from 4 days to 1.5 days and provided a total beyond capability of maintenance (BCM) cost savings of \$5,019,784 for FY 2011. Following a successful period of over one year, this effort has been replicated at MALS-31.
- MALS-11 Avionics reduced the time to reliably replenish from 17 days to 4 days on the Generator Convertor Units (GCUs) by incorporating a full tear down and mini rework process, regardless of discrepancy. Since this process was implemented, the BCM rate was reduced from 42% to 25%, and several GCUs have seen greater than 200 days of time on wing (TOW). The increased GCU availability and reliability directly contributed to increased readiness throughout MAG-11.
- MALS-11, in conjunction with the NAVAIR End-to-End Team, worked together to create an integrated design plan for VMFAT-101 with the goal of meeting current and future Pilot Training Requirements (PTR). Through this design, multiple improvement projects were identified to focus on specific areas and are currently in the Define Stage of implementation. In addition, Rules of Engagement were developed to move from a “consumption-based model” to a “demand-based model,” resulting in increased Ready for Tasking (RFT) aircraft.





The NAE...One Team, One Mission

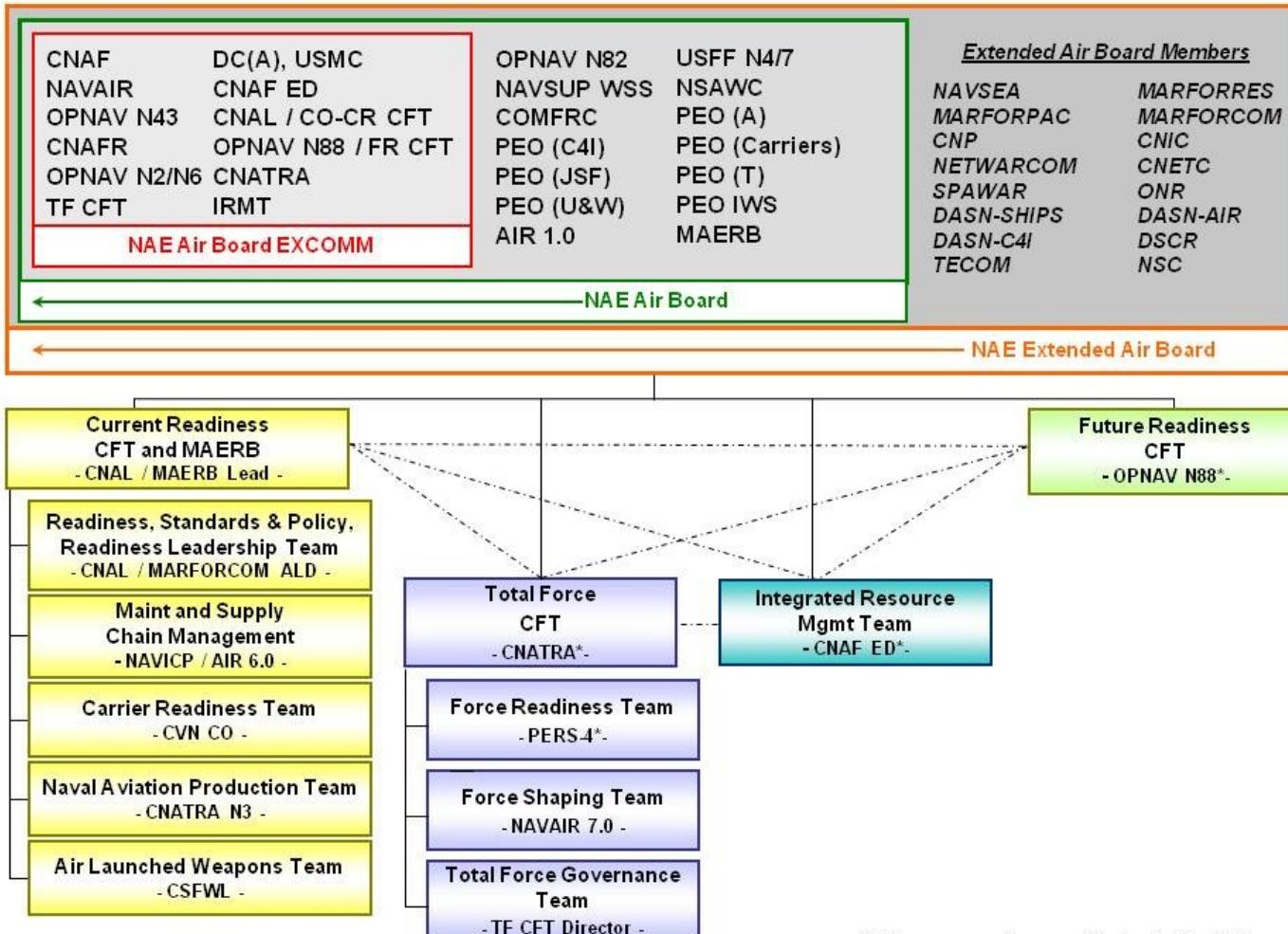
Where You Can Help

- Leadership in Enterprise behavior
 - Inspire Enterprise practices (encourage and shelter junior personnel)
 - Be “NAE-smart” (understand the Naval Aviation Vision and NAE Strategic Plan)
 - Align command goals in support of NAE Strategic Plan
 - Inform decisions with NAE interests / strategic plan
 - Represent the NAE equities in organizational meetings and events
 - Practice transparency in effort
 - CVW to Type Wing / CVN ... MAG to MAW ... Leaders to All
 - Actively participate in the Air Board VTC
 - Advocate for the NAE
- “Fly the Profile”
 - Right force with the right readiness at the right time (and no more)
 - Preserve aircraft service life / assets (aircraft life management / FLE)
 - Awareness of metrics and actionable areas
 - CPI / SPI ... RFT-E ... Fit/Fill ... TAT / TRR ... RFT / RBA ... MCC ... ACC
- Give the NAE Leadership feedback
 - Are there gaps in the NAE Strategic Plan?
 - How effective is the NAE in supporting your mission?
 - Are you receiving the support you need?





Today's NAE





Strategic Landscape

- Increasing costs

- People
- Ops / Training
- Equipment

- Competing Demands

- Global recession
- National Debt & Priorities
- Baseline & Supplemental Funding Pressure

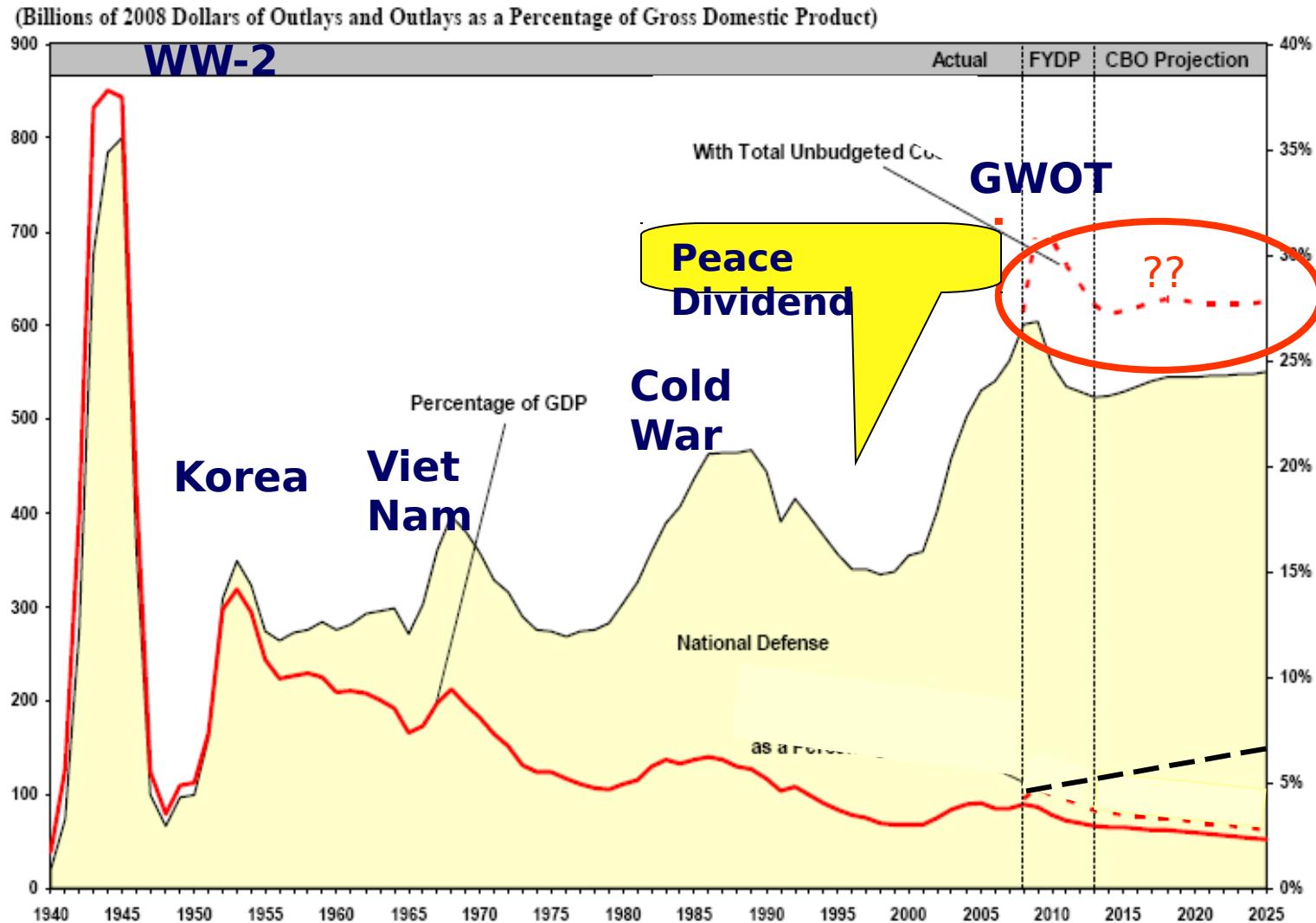
- Persistent Threat

- Irregular Warfare
- Near Peer Competitors



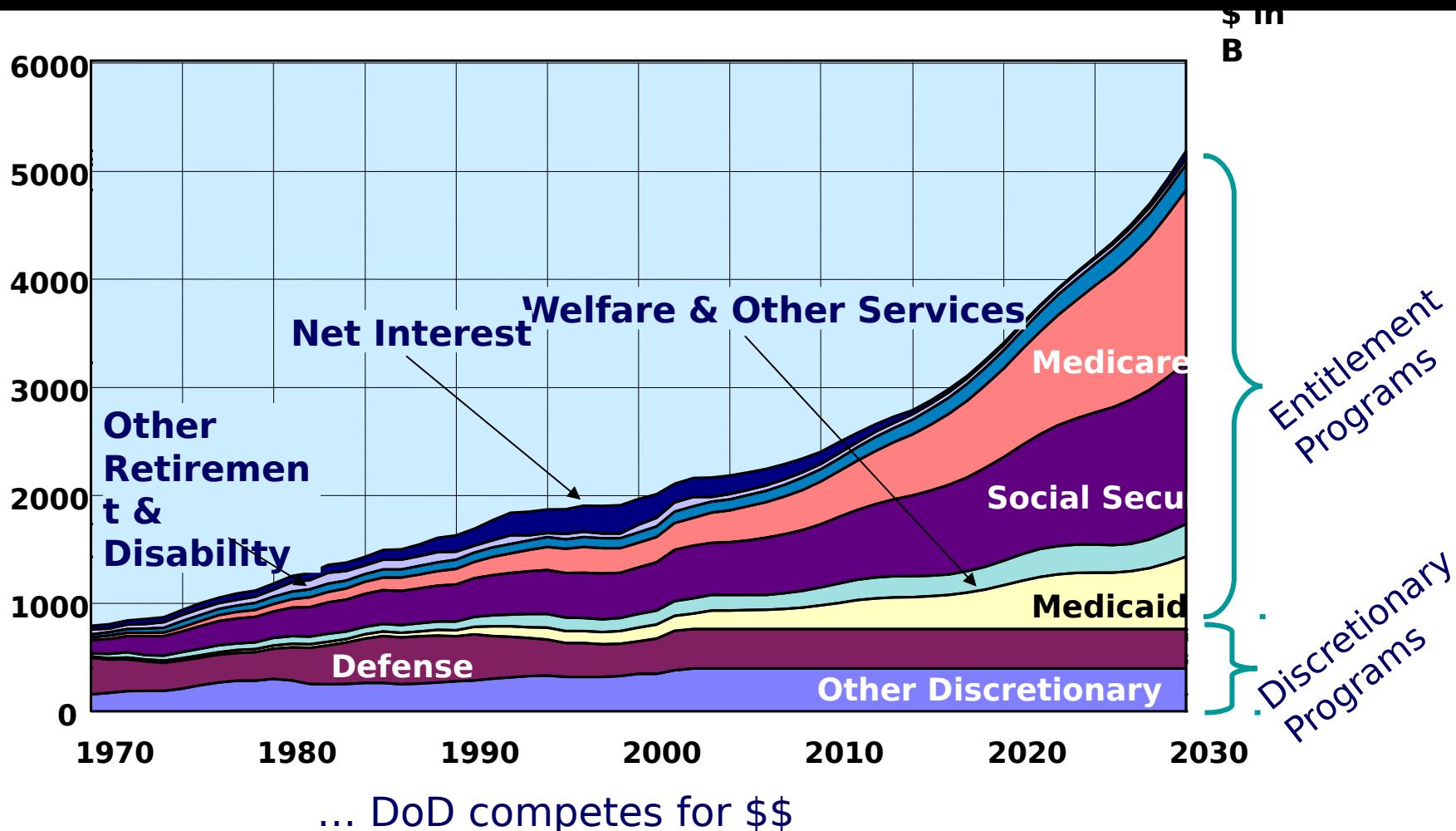


The Funding Roller Coaster





Federal Budget Programs





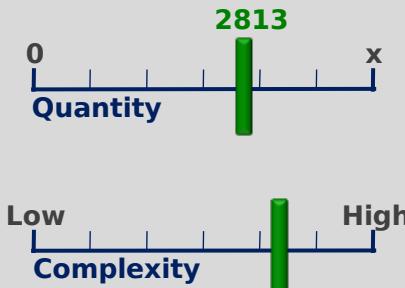
Check, Balance, and Risk

Baseline Capability

SHIPS



AIRCRAFT



Coarse-Adjust Levers

Major Pieces

RECAPITALIZATION

of Hulls or Airframes
Hull or Airframe Life

X	X	/yr
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 Recap Rate

READINESS

Presence
Surge

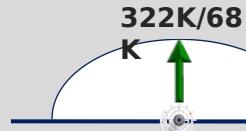
6	+	1
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 Fleet
Sustainment

7	5	%
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 Shore
Number of Installations

MANPOWER



Balance within top line (TOA)

Navy Program

Procurement

Readiness

Manpower

Fine-Adjust Levers